

MOTOR RACING

and
ECONOMY CAR NEWS

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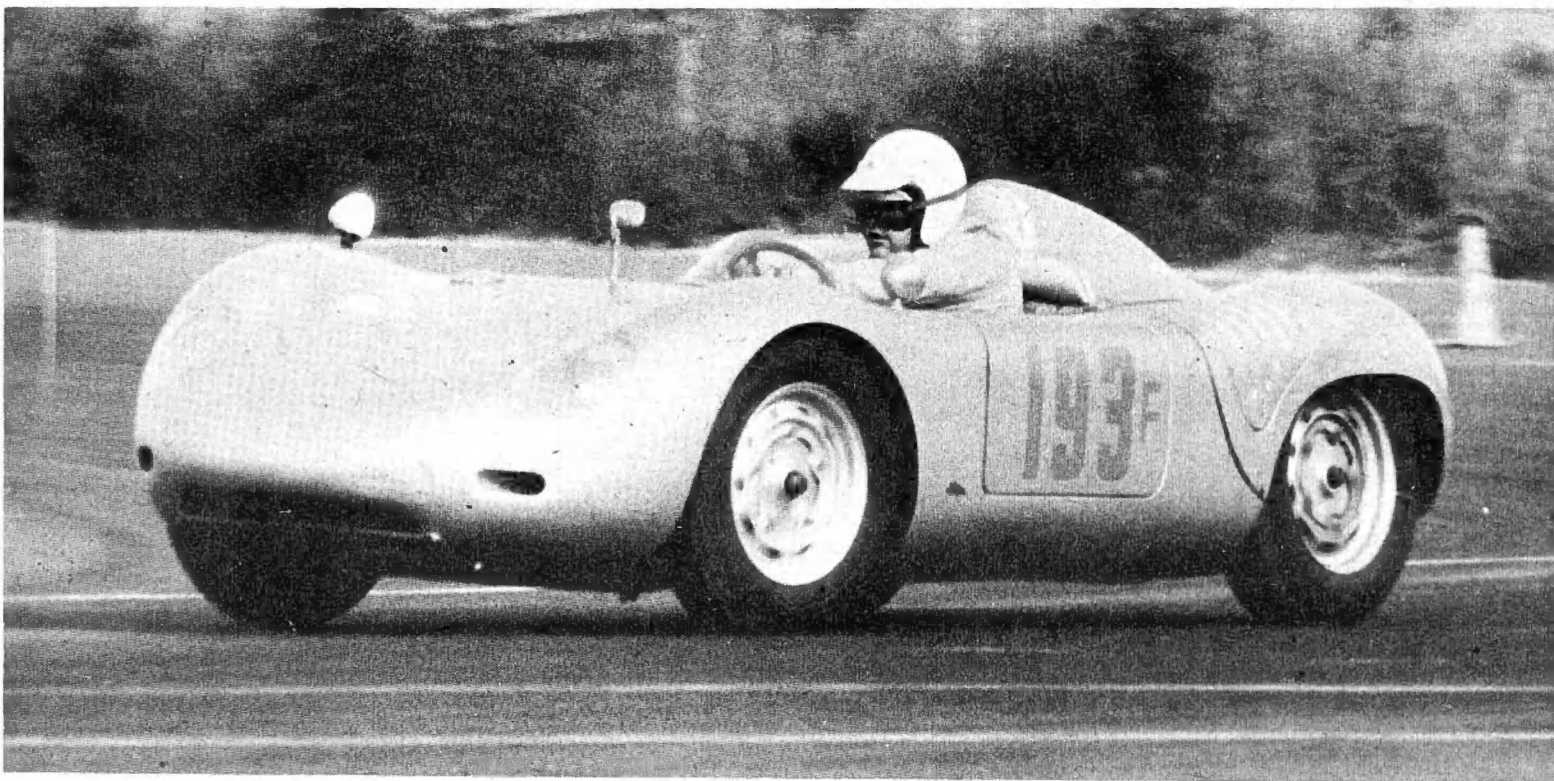
SEPT. 30 - OCT. 7, 1960
25c

FRENZIED ACTION AS HILL PITS AT MONZA



READY TO GO again after his 1st pit stop, Phil Hill, Ferrari factory No. 1 team driver from Santa Monica, Calif., hands the flagon of aqua to a mechanic as hordes of interested types watch the starter being thrust into the aft section of the Italian Formula 1 car. Action was

at the recent Italian Grand Prix which Hill won — the 1st American to achieve the honor since Jimmy Murphy (Deusenberg) triumphed in 1921. (MOTORACING photo by Henry N. Manney III)



JACK McAFEE, Burbank imported car dealer, goes through turn 8 on way to victory in LA SCCA feature at Del Mar, Calif., last week. He drove Porsche RSK owned by Betty Shutes, who won women's

race both days. Jack averaged 67.9mph for 20-lapper around 1.4-mi. course. He won by 5.5 seconds over Dick Morgensen (Ferrari), who had won 3 straight at this course. (Photo by Bill Norcross)

M'Afee Snaps Morgensen Win Streak

By **JOE SCALZO**
MOTORACING Staff Writer

DEL MAR, Calif., Sept. 25—Jack McAfee, the on and off "tiger", today ended Dick Morgensen's 3-meeting win streak at this 1.4-mile, 10-turn course, wheeling Betty Shutes' RSK Porsche to a 5.5-second win over Morgensen's red TR 3-liter Ferrari.

Average speed for the feature of the LA SCCA races was 67.9mph, in 24:42.5 for the 20 laps.

The RSK won 3 races over the weekend, Betty winning the women's race both days. McAfee, who Saturday finished 2nd to Morgensen in an RS Porsche, led from pole to pole. He held a 12-second lead by half distance. Morgensen was equally uncontested for 2nd.

Bat Masterson, in the Bat-Mobile II, held strong to 3rd until the 12th lap, when Jim Chaffee in the Pink Elephant Chev edged by, and went on to take 3rd. The "bat man" hit the pits shortly afterwards with heating troubles, and the finishing order behind Chaffee ran: Scooter Patrick, Porsche Special; John Lumkin (lap behind), D-Jaguar, and Ron Cole, Lotus XI.

MacDonald Wins

Young Dave MacDonald, who (Continued on Page 2)

Vignettes

By **Gus V. Vignolle**

- GURNEY WRITES
- LAUDS GREGORY
- HILL POPULAR

A FEW COLUMNS BACK we mentioned that 2 of our favorite drivers were 2 clean-cut young men, who, strangely, both came from the same town, Riverside, Calif. — **Dan Gurney** and **Skip Hudson**.

Dan is in his 2nd year under the Big Top — driving for a factory team. Last year it was Ferrari — and he was great as a rookie. This year he has been driving with BRM. It was not a good year. He had a lot of hard luck, and, on top of it, I wrote that he had not been driving the best car.

The other day I got an 8-page letter from Dan Gurney. I thought it was a classic — one of the best letters I have ever received.

Here it is:

(Continued on Page 3)

SCCA Concours Aids Crittenton Home

On the sports car calendar Sunday, Oct. 2, is the L.A. Region of SCCA 4th annual Huntington-Sheraton concours d'elegance for benefit of the Los Angeles Florence Crittenton Home. The Pasadena hotel's parklike grounds provide the setting for the "fashion show of cars".

FIRST MATCH

An English druggist, John Walker, made the 1st friction match in 1827.

VW Sponsoring NCAA Football

The Volkswagen dealers of So. Calif. are co-sponsoring the ABC telecasts of the National Collegiate Athletic Assn. Football "Game of the Week" in the western region this fall.

The 13 telecasts are being broadcast out of stations in Los Angeles, San Diego, Santa Barbara, Bakersfield, Calif., and Las Vegas, Nev.

Remaining games: Oct. 1, Syracuse at Kansas; Oct. 8, Washington at Stanford; Oct. 15, Air Force at Navy; Oct. 22, Notre Dame at Northwestern; Oct. 29, California at Oregon State; Nov. 5, Syracuse at Army; Nov. 12, Ohio State at Iowa; Nov. 19, Stanford at California; Nov. 24, Texas A&M at Texas; Nov. 26, Army at Navy; Dec. 3, Duke at U.C.L.A.

BRABHAM AT RIVERSIDE

Champion due to Drive E-Jaguar

By **GUS V. VIGNOLLE**
Editor of MOTORACING

Soft-spoken, unobtrusive Jack Brabham of Australia, who won the Formula 1 world's driving championship for Cooper-Climax in 1959 and again this year, will compete in the USAC \$20,000-plus Grand Prix for sports cars at Riverside Raceway Oct. 16.

He will drive an E-type Jaguar owned by Connecticut sportsman Briggs Cunningham. Brabham, along with Stirling Moss of Great Britain (2.5-liter Lotus) and Phil Hill, Santa Monica, Calif. (3-liter Ferrari), ranks as the outstanding attraction.

The 200-mile race over the 3.2-mile course already has lured one of the greatest fields ever gathered for one race in this country.

DRAKE IN OLD YELLER

Other late developments: Bob Drake will drive Max Balchowsky's famed Old Yeller II Buick Spl.

Roy Salvadori of England goes in a 2.5 Cooper Monaco, and Paul O'Shea in a 3.8 D-Jag, both for famed Ecurie Ecosse.

Chuck Daigh, Long Beach, Calif., who won the 1st running of this LA Times-Mirror race in 1958 in one of Lance Reventlow's Chevy Scarabs, will pilot the same car again for the 1960 race.

The other Scarab will be driven by personable Augie Pabst of Milwaukee, who now must be recognized as one of the best sports car pilots in the country. The 2 Scarabs now race under the brewery banner of the Meister Brauers, and were sold by Reventlow to Harry Heuer, Chicago beer titan. Heuer has been driving one of the Scarabs, and his progress during the last 6 months has been sensational. This observer saw him go more than a year ago at Vacaville, where he was just



TWO OF THE biggest attractions at the \$20,000-plus USAC sports car race at Riverside Oct. 16 will be Stirling Moss of Great Britain, left, and world champion Jack Brabham of Australia. Moss will drive a 2.5-liter Lotus, and Brabham an E-type Jaguar owned by Briggs Cunningham. (MOTORACING photo by Gus V. Vignolle)

air; but since then he has been right up there among the front ranks.

DAIGH IN SCARAB

Heuer has relinquished his car to Daigh, naturally a more experienced pilot.

Answering a number of queries as to whose "Birdcage" Maserati Carroll Shelby, winner at Le Mans last year with Roy Salvadori, will drive, the answer is: J. Frank Harrison's car. This Chattanooga, Tenn., sportsman, who now has one of the top sports car racing stables in the country, owns two 4.5 Maseratis, two "Birdcage" Masers and has 2 new "Birdcages" coming to the US from Italy.

TOP DRIVERS AT GRAND PRIX PARTY

The Grand Prix Restaurant, co-owned by Bob Drake and Mary Davis, will hold its 3rd annual pre-GP party Wednesday night, Oct. 12, to give drivers, owners, race officials, workers and sports car fans a chance to meet.

Drivers who will be in Los Angeles for the Times-Mirror Riverside pro race, Oct. 16, and who may be expected to attend the party, include Stirling Moss, Dan Gurney, Phil Hill, Carroll Shelby, Richie Ginther, Jack Brabham, Walt Hansgen, Briggs Cunningham and many others.

Bob Drake, high point West Coast Maserati driver, will be mixing drinks at the patio bar. There will be entertainment, including a fashion show at 10 p.m., and a free buffet will be served. The Grand Prix is at 8204 Beverly Blvd., Los Angeles.

DRIVERS LISTED

Following are other drivers all set for the Riverside classic, although some are questionable at this writing: Dan Gurney, Joakim Bonnier, Olivier Gendebien, Lloyd Ruby, Roger Penske, Eddie Crawford, Walt Hansgen, Briggs Cunningham, Bill Krause, Richie Ginther, George Constantine, Bob Holbert, Ken Miles, Loyal Katskee.

Most of this same field competes Oct. 22-23 at Laguna Seca near Del Monte on the Monterey Peninsula. Amateur races, featuring the Cal Club and LA SCCA, will be held Oct. 15 at Riverside, the day before the big race.

Pabst Captures Race in Scarab

WATKINS GLEN, N.Y., Sept. 24—Milwaukee's Augie Pabst smashed the race record in an American-made Chevy Scarab today in winning the 101-mile annual Grand Prix of America road race.

Pabst averaged 88.8mph to erase the 88.4mph Grand Prix mark.

Walt Hansgen led for 21 laps until his 2.8-liter "Birdcage" Maserati blew its engine.

Roger Penske was 2nd in a Porsche. Another Scarab, driven by Harry Heuer, was 3rd.

In the News

MOSS WINNER

OULTON PARK, Eng., Sept. 24—Stirling Moss, driving a Lotus-Climax, won the Oulton International Gold Cup for the 2nd straight year today.

Moss' average speed was 93.85mph. Dan Gurney of Riverside, Calif., was 6th in a Cooper-Climax.

WEAKER SEX?

LIEGE, Belgium, Sept. 4 — Pat Moss and Ann Wisdom, driving an Austin Healey 3000, were the outright winners of the 1960 Liege-Rome-Liege rally, one of the toughest events in the European championship calendar. This was the 1st time that this rally has ever been won by women.

Out of 82 starters only 13 finished the 3000-mile route through Belgium, Germany, Austria, Yugoslavia, Northern Italy, France and back through Belgium to Liege. This year the event was made specifically difficult by almost continual storms and torrential rain.

THOMSON KILLED

ALLENTOWN, Pa., Sept. 24 — Johnny Thomson, 39, was fatally injured today when his car crashed through a fence and upset in the feature race at the Allentown fairgrounds.

Renault Takes Over John Green Dealers

John Green of the John Green Corp. has been forced to sell his Renault Pacific Coast distributorship and dealerships to Renault Inc. of NY, the transaction to become effective Oct. 1. Sale includes all assets and stock of the company.

No figure was divulged, but it is believed to be about \$2 million.

Renault of NY also will take over 2 other distributorships, but the Green deal was the biggest plum.

A fatter cut is envisioned for dealers by eliminating the distributor profit.

Those close to the scene claim other factories in Europe are considering a similar move.

Letters to MotoRacing

Letters Welcome

"In a world in which the carrying power of the individual voice sometimes seems to be growing weaker and more insignificant, the man at his typewriter or with pen in hand can still have his innings."—James F. Fitz, in the SATURDAY REVIEW.

IT WAS NOT EDGAR

Say, in that picture you printed of the "Gringo" who leaped into the bullring, it looked to me like that was John Edgar. He was wearing sun glasses, too.

I knew John Edgar in Ohio and followed all of his sports car racing activities — and I'm just deeply

Thank goodness you people down there have the Cal Club. Up here we're stuck with SCCA, but I don't think it will be for long the way things are going.

Can you please tell me what that general and those Pharaohs (that was a wonderful name you gave them) do over there in Westport, Conn.?

I hope the SCCA bounces the San Francisco region. I would like nothing better, then we could operate on a realistic basis in regard to pro-amateur, no?

NAME WITHHELD
BY REQUEST
San Francisco



HERE IS Chevrolet's Corvette for 1961, now on display at Harry Mann Chevrolet. The car, prominent in Southland big-car production races, has new lattice-type grille in front and ultra-modern treatment to rear of car. Rear fenders are more pronounced, while the fibreglass body surfaces have a new sculptured effect above the modified bumpers. Mechanical advances include reduction in transmission tunnel width, improved body insulation and radiator cooling.

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1 Phillips Jeffrey	Berkeley
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(Continued on Page 5)



PRECISION MOTORS, VW-Porsche dealership, last week staged a preview at its new Beverly Hills location, 9231 Olympic Blvd. At the helm are Otto Zipper, left, ace Porsche specialist, and Bob Estes. New location takes up nearly 60,00 sq. ft. (Photo by Lester Nehamkin)

ECONOMY CAR NEWS

By MARGUERITE COOK
MOTORACING Staff Writer

It's new-car freeloader time, and so last week we found ourselves sipping champagne and eating filet mignon at noon with dealers of Ford's Lincoln-Mercury Division at the Biltmore. If you're wondering what Lincoln-Mercury has to do with economy cars, they have considerable.

In addition to the Comet, they also handle English Ford in this country. Last year they also handled Taunus, but, we heard, plans are to close out that import with the year. The Anglia will still be handled, and we understand from dealers that they are well satisfied with this economy import.

We could not help noticing that the Lincoln-Mercury line, like that of all Detroit makes, reflects the influence of the imports in more compact and simple styling. We were reminded, as we viewed the cars, of so many grown up versions of Ford's best selling Falcon.

The dealers were a happy, confident lot, all feeling that imports presented no real problems to their segment of the market and let us know that it's not the dealers that make buying a car a gamble but the people who buy the cars. "The only thing wrong with the auto market," one joshed, "is the people who buy 'em."

We spent more time than we should have looking at yet another rival of the VW van. This is English Ford's Thames Freighter. The Freighter was first introduced into the American market last year, but

this is the year that production is being geared to compete really with VW here. The Freighter has a 4 cylinder Consul engine rated at 61hp. (There are 100,000 VW vans being used in this country today.)

K. R. Pendergast, overseas representative for English Ford, tells us that Anglia motors are being used quite satisfactorily in Formula Jr. racers abroad.

1961 is certainly to be the year of the compacts. Jack E. Charpiar, chief engineer-director of product for Chrysler's Plymouth - De Soto - Valiant Division, expects the expanding low-priced field to capture 80 per cent of new car sales in '61. Everyone is expanding compact, or so-called compact lines. A 2-door hardtop and 2-door sedan are being offered by the 1961 Chrysler Valiant.

Chevrolet is offering a full-line of Corvairs. Latest addition to the line is the Lakewood Station Wagon, a 4-door vehicle with a folding rear seat that borrows its superstructure from the large 1961 Chevy station wagon, yet maintains Corvair lines and the 6 cyl. rear-engine.

Meanwhile, GM's Dodge Division is said to be price-tapping its luxury compact, the Lancer, a grown-up Valiant, to compete with Lincoln-Mercury's Comet. It's being offered in 6 body styles in 2 series.

Not to be varietied out of the market, the imports are also offering additional models. Renault is adding a "Petit-Wagon" and "Petit-Truck". Both have front-wheel drive, with forward drive, with the load bed only 14 inches from the ground. The Petit-Wagon carries 9 persons, plus luggage.

From British Motor Corp. comes announcement of the Morris Mini-Traveller and the Austin 7 Countryman. These are 2-door low-priced

(Continued on Page 7)

curious, although I'm inclined to believe Edgar is just a little too old to go in there and want to fight a bull.

Did you know, too, that Edgar was quite a motorcycle rider in his day?

AL MORRANAS
Pismo Beach, Calif.

(Editor's Note: — It definitely was not John Edgar who leaped into the bullring. Please note photo of him and his wife, Jerry (wearing sun glasses) in the sombrero section of the bullring.

SALVO AT SCCA

A number of us in San Francisco and surrounding territory agree 100% with what you have been saying again and again about the @#%&X/& Sports Car Club of America.

They make rules, then change them. They take one stand on professional racing and expenses, then they revise this. We agree the SCCA doesn't know what the hell it is doing or where it is headed, if anywhere.

McAFEE SCORES AT DEL MAR

(Continued from Page 1)

went so fast at the recent Hanford races, today shot to an easy 33-second win over Scot Briley's Corvette in the large production go. Jay Hills, Porsche Carrera, was 3rd. MacDonald, who led from the start, was looking for challenges from yesterday's winner Tony Settember, and Bob Bendurant and Buford Lane, but all of these "vettors" retired early — September with fuel injection trouble, Bondurant with a gone ring and pinion, and Lane with severe overheating. Driving the Don Steves Corvette, MacDonald also ran in the modified go, and was running a creditable 4th until mechanical trouble intervened.

Krause Surprises

Upset — or rather surprise — of the weekend was Billy Krause's fine win in today's Formula Junior dice. Billy, winning both days in the Brummy Stanguellini, faced threats from Jay Chamberlain's Lotus Jr., but this fast machine was a DNF both days, as Chamberlain's exuberance put him into the haybales yesterday, and earned him trans trouble today. John Timanus, Formula II Lotus, and Bob Gould, Stang, were 2nd and 3rd each day, dueling mightily for their positions.

Snyder Scores

Art Snyder, suffering from brake trouble in the waning laps of the G-H-I modified race, still managed a win in the 20-lap contest, as Don Maslin, yesterday's winner in his Lotus Mk. XI, staged a "Silky

Sullivan" in the last two laps, but spun at turn 1 to finish 10 seconds behind Snyder's familiar Lotus. Ron Cole, Lotus XI, who was to finish 6th in the big race, was 3rd. Harry Jones, Lotus-Fat, won class H.

Today's races, which featured fine dices, were attended by under 1000 people. Next SCCA race — Pomona in November.

Summary:

Del Mar — Course 1.4 Miles

Novice—10 laps, 14mi., time 13m22s, avg. 62.6mph. 1, Jay Gould, Stanguellini; 2, Ed Erickson, Dofu FJ; 3, Alan Brengle, Cooper-Climax.

Novice—10 laps, 12m6.8s, 65.6mph. 1, Andre Gessner, Twareg I; 2, Paul Primeau, Ferrari; 3, Doug Hooper, Corvette.

Women—10 laps, 13m25.4s, 62.5mph. 1, Betty Schutes, RSK Porsche; 2, Joan Galloway, Timanus Lotus; 3, Nora Taylor, Lotus IX.

Formula Jr., II, III—10 laps, 12m41s, 66.1mph. 1, Billy Krause, Stanguellini; 2, John Timanus, Timanus Lotus; 3, Bob Gould, Stanguellini Jr. — Krause; II — Timanus; III — Gene Levin, JBS.

Production G, H, I — 10 laps, no time or avg. given. 1, Willie West, Alfa Romeo; 2, Jack Brabban, Fairthorpe Electron; 3, Dave Grossman, Sprit. G — West; H — Grossman; I — Hud Stephenson, Abarth.

Production E, F — 18 laps, 24m39s, 61.4mph. 1, R. G. Kirby, Porsche 1600; 2, Ray Pickering, IEva; 3, Dick Richards, Alfa Romeo Super. E — Steve Dredge, Morgan; F — Kirby.

Modified G, H, I — 20 laps, 25m58s, 64.65mph. 1, Art Snyder, Lotus; 2, Don Maslin, Lotus; 3, Ron Cole, Lotus. G — Snyder; H — Harry Jones, Lotus-Fat; I — Production B, C, D — 18 laps, 23m36.5s, 64.1mph. 1, Dave MacDonald, Corvette; 2, Scott Briley, Corvette; 3, Jay Hills, Porsche Carrera. B — MacDonald; C — Hap Richardson, Jaguar; D — Hills.

Modified B, C, D, E, F — 20 laps, 24m42.5s, 67.9mph. 1, Jack McAfee, RSK Porsche; 2, Dick Morgensen, TR Ferrari; 3, Jim Chaffee, Pink Elephant. C — Chaffee; D — Morgensen; E — Scooter Patrick, Porsche Special; F — McAfee.



Vignettes

BY GUS V. VIGNOLLE
GURNEY HOPES FOR U.S.
DRIVERS & CARS IN EUROPE

(Continued from Page 1)

ORPINGTON, Kent (England) —

Dear Gus:

The long arm of MOTORACING reaches us wherever we go and we love it. I particularly enjoyed the "Elkhart Lake Diary", by your reporter, Joe Scalzo. Joe seems to have a real touch of enthusiasm and a fine feel for the mood of racing that so few race journalists have these days. He also seems to have made a real effort to circulate around all the competitors during both practice and the race. Keep him busy, Gus.

I was happy to read about Skip Hudson's excellent progress in your VIGNETTES column. I'm really looking forward to the day when more Americans will be over here in Europe fighting in the GP wars. Believe me, we need all the help we can get. The racing is fiercely competitive. Daigh, Hudson, Krause, Hansgen, Crawford, Sachs, Ward, Pabst, Bonduant, Thompson, Jeffords, Ruby, Bucknum, Howard, Miles, Miller, Fowler, Proctor and others whom I'm not familiar with should all come over if they can get the chance.

The ultimate thing, to my way of thinking, would be to have them come over in an American car. It was really a thrill to see the Scarabs over here. Sure, they didn't blow everyone off, but Lance Reventlow's men were damn good sports about giving it a real try. The Scarabs were as good as such names as Vanwall and Aston Martin, and they learned a lot. I'm sure looking forward to hearing a bit of their American horsepower once again.

Americans Should Produce an Engine

Now that the formula has been established at 1500cc for some years to come, it seems that this is the time for America to turn out an engine. If we had the equivalent of a Coventry-Climax outfit, I'm sure that a lot of Americans would soon build a car around the engine, just the way they have done it in England.

Back to VIGNETTES: You have referred to a NEW YORK TIMES article and quoted from it.

Ordinarily I realize that reporters have a tough job and they usually try to do their best and therefore one must try to overlook the frequent errors that they seem to make in their reports. I have always felt that it is sort of futile to try to keep up with all the mistakes and misrepresentations. You might as well let things go, knowing that in the long run the results will speak for themselves and the truth will come out in the end. . . .

There are 4 Americans over here trying to win international races against what is supposed to be the world's toughest road racing competition. We are all — Masten Gregory, Phil Hill, Richie Ginther and myself — trying to do our best. Racing has always been a combination of car and driver. It still is today. Part of being the world's best driver is being able to sit in the world's best car as often as possible. This may sound almost like cheating to some people, but this is a fact.

Gregory Deserves a World of Credit

A reporter that really wanted to get at the real story would give Masten Gregory a world of credit for the truly inspired performances he has put up this year in a car that has been way outclassed long before the starting flag drops. Masten hasn't lost one bit of "the spark" that makes him great. As soon as he gets into some competitive equipment he will undoubtedly surprise all the people who think he is over the hill by being out in front once again.

Phil Hill is a fighter from the word go. He never lets up; he blazes away 100 per cent of the time regardless of mechanical difficulties or whatever may be. When the flag drops, Phil is racing 100 per cent and the crowds love him. He is certainly due for a Grand Prix win (Editor's Note — Dan Gurney wrote this letter 2 days before Hill won the Italian GP at Monza, Italy). Of course, any American race driver would like to be the 1st American to win a modern GP road race.

Richie (Ginther) hasn't had much chance to show his real talent so far. He drove very well at Monaco and Zandvoort, and he has been turning some very fast laps during his Ferrari test work at Modena and Monza. He has proved to be extremely valuable to Ferrari. His future is bright. His own story of this year's racing is full of simple, clear reasons for not blowing off the front runners. . . .

Wanted to be Closer to the Machinery

Back to VIGNETTES: My breakup with Ferrari last year was straightforward and simple, and it wasn't just money. I wanted to be closer to the cars I raced and I wanted to know just where I stood instead of being kept in the dark. I also wanted permission to drive other makes of cars in the States and elsewhere. You know, you can't always find a Ferrari to drive. This brings up another thought. One of the most difficult things in racing is to be able to stay busy enough to stay sharp.

Anyway, I am still good friends with Enzo Ferrari and all of his people. I think they are fine people and I owe them a lot. The same goes for Luigi Chinetti.

BRM — their history seems to remain unchanged. They go very fast very often for short periods. They started 21 cars in GPs this year and finished 2, one with a pit stop.

Some people in this business seem to be extra quick to write a guy off without actually delving into the true story and they almost always avoid talking to the man himself. Some drivers spend half their time going around explaining why they haven't done such and such and so forth. Bad luck, jinxes, I don't think anyone has a monopoly on trouble. I have not been complaining to anyone for publication. This past season has been a very good experience. It has been racing, and I've learned a thing or two. I'd like to let the record speak for itself.

The British motoring press may be a bit too pro-British at times, but I feel that it is better to have faith in your countrymen and give them a fair shake or at least hear them out rather than echo the foreign line the way some American reporters do. Give me a Scalzo any day.

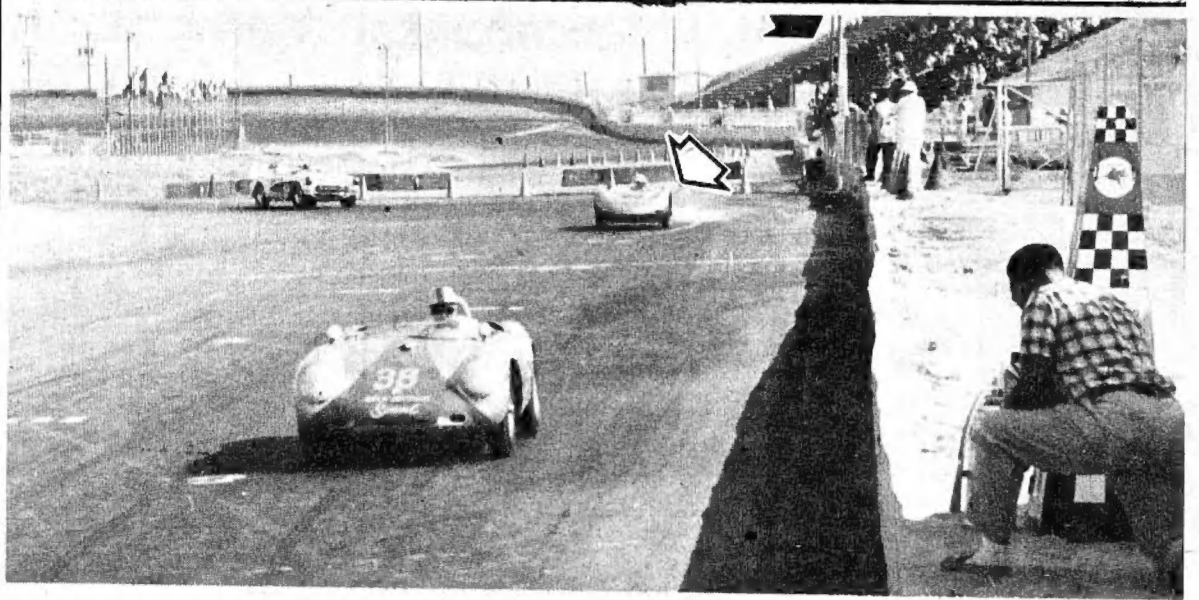
By the way, there has been a very good effort by another American SCCA amateur here in England lately. His name is Chuck Dietrich of the Midwest (I forgot the state — Michigan?). I've watched him at Silverstone and Brands Hatch in an Elva, and he has gone very well and very fast. He and his wife are on their way home now.

The British people have been very nice to the whole family here in England. They have really made us feel at home in our home away from home.

I am beginning to ramble on now, Gus, so I better quit. In closing I want to tell you that MOTORACING means a great deal to us over here. We all want to thank you for printing it. . . .

Take care of your "ticker," see you at Riverside on the 16th.

DAN GURNEY



ARTISTIC SUCCESS but financial flop was the Cal Club's races staged at popular Marchbanks 1.8-mi. course at Hanford, Calif. Scooter Patrick, Porsche Spl. (38), led most of the way, but on last lap was overtaken by Steve Herrick, Porsche RSK (white arrow), who won the feature. Coming around turn is Dave MacDonald's Corvette. Note banked turn in background and sparse crowd (black arrow). Unfortunately, race was staged on short notice. (Photo by Ray Borders)

HERRICK [RSK] SCORES UPSET WIN

By JOE SCALZO

MOTORACING Staff Writer

HANFORD, Calif., Sept. 18 — Steve Herrick, fast-rising Porsche RSK pusher from Los Angeles, won today's 20-lap feature race at this new 1.8-mile, 10-turn Marchbanks road course in a hectic last-lap issue that saw leader Scooter Patrick spin his Porsche Special on the last corner to give Herrick the win by one second.

Said Scooter, who, going into the last lap had enjoyed a steady 3-second lead, "I was really cooling it the last lap, when going into 6, I looked in my mirror and here he (Herrick) is — 2 feet behind me. Then, coming out of the last turn, I was placed wrong and lost it. Steve really drove a beautiful race."

The surprise ending climaxed the California Sports Car Club's 1st meet at this new \$700,000 all-type racing plant, with practically every driver who raced clamoring for "more". This new Daytona-type circuit, with its 18- and 22-degree banking and tight infield turns, should turn into one of California's most popular courses. Minor paving problems — the track broke up in several places — was the major, and practically the only criticism of this lay-out.

It's rather distant — some 200 miles from Los Angeles — in the farmlands between Bakersfield and Fresno. Entries were below 100 and the spectators below 2000, but the future for Marchbanks looks good.

Modified Race

A field of 17 cars — 8 modifieds,

2 formulae and 7 production — were in the finale, with the front row showing Patrick, Herrick and Dave MacDonald in his Corvette, who, in finishing 4th yesterday, had driven an excellent race.

Saturday's winner, Jack Graham of San Jose in his 250 TR Ferrari, did not race. His mount refused to show any oil pressure after his win.

It was Patrick — Herrick — MacDonald — Jim Chaffee (Pink Elephant Chev) — D. D. Michelmore (RS Porsche) and John Timanus (Timanus Lotus FII) into the first 17-degree, 470-foot radius turn, and what a spectacle it was as the pack dropped to the infield, then reappeared on the 22-degree banking across from the start-finish, with the 2 silver Porsches still leading.

Patrick Keeps Lead

Patrick led by 1.5 seconds after the 1st lap, with Herrick and MacDonald as close as they had been, Saturday. Going into 7 on the 2nd lap, Herrick did the day's most spectacular spin — a full 360-degree loop coming off the banking. MacDonald then moved briefly into 2nd only to pit the next time 'round and lose a full lap. Herrick thus moved into 2nd again.

It was Patrick far in front now, Herrick next, and the surprisingly fast John Timanus in his open-wheeled Lotus 3rd.

Jack Nethercutt, his Ferrari literally shaking the ground, moved past Timanus the next lap, however, and John retired 2 laps later with fouled plugs.

With 1st place apparently sewed up for Scooter, interest settled on the "fight" for 4th between Jay Hills in his Porsche Carrera GT and D. D. Michelmore in his RS, who, waving at each other every lap, and sometimes nudging each other in the turns, gave the impression they were having a ball. Hills was forced to retire 3 laps from the end.

And so to the last lap — Patrick apparently all by himself, when suddenly Herrick moved up through 6, and took the lead through 9 as Scooter went sideways, the race lost for him.

Herrick averaged 65.2mph, the average speed down due to the tightness of the infield turns. He also turned in the race's fastest lap at 1.35.5 — 68mph. Steve has now avenged his defeat at San Luis Obispo at the hands of Patrick. Herrick, however, could not have picked a better time to win a race, than Sept. 18. It was car owner Tim O'Reilly's birthday.

Small Modified Duel

A wild brannigan developed for 2nd place in the small modified race, between Art Snyder (Lotus XI), Kurt Neumann's ditto, John Timanus, and Stro Jones, BMC Huffaker Jr. Ed Leslie was an easy leader — and winner — in his Lotus Jr., after being hampered by distributor trouble Saturday. The duel for 2nd, which went all the way

(Continued on Page 7)



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The Fabulous Mr. Marchbanks

By GUS V. VIGNOLLE

Most vociferous praise of a road racing course from California drivers was voiced during the last fortnight following the Cal Club's 1st racing meet at the 1.8-mi., 10-turn Marchbanks course at Hanford, Calif., near Fresno.

Pilots went into ecstasies over the 3 banked turns of 18 and 22 degrees at this new \$700,000 layout. Now that the word is getting around after the initial small entry, look for a really healthy field next time the CSCC heads north, probably shortly after the 1st of the year.

Marchbanks is a big name around Bakersfield, Fresno and, of course, Hanford, a small community in the searing plains of Central California.

Pleasant Texan

So we looked up B. (for Bircha) L. Marchbanks and found a tall, pleasant 65-year-old Texan who built the course and operates it with his son, B.L. Jr.

He came to Kings County, Calif., from Littlefield, Texas, in 1924 after going broke in the cattle business. He arrived with \$100 in his kick, and now Marchbanks and his son own 1000 acres, of which a park and the racing plant take up 160.

The original idea was to build a horse racing track, but when the pari-mutuel plan failed to go through, he sailed for an automobile speed plant.

That was 12 years ago. He started with a half-mile oval and, later, with a third-mile within the other one. Jalopies, hardtops, midgets, sprint cars and roadsters raced on the 2 circuits.

1st Road Race

Seven years ago he started the present layout which was inaugurated last June 12 with a grand national stock car race. And the Cal Club venture was the first for sports cars and motorcycles. As a matter of fact, B.L. had never seen a sports car road race until last Labor Day at Santa Barbara.

Marchbanks and his son also promote races in Bakersfield, and past years saw them as promoters of speedfests in Fresno and Atascadero.

Although presently dried up, there is a lake one-half mile long and with 2 islands in the infield of the



B. L. MARCHBANKS

new course, and for nearly 2 years Marchbanks also staged boat drag races.

For 5 years his plant was the scene of bloodless bullfights in which "toreros" used plastic swords. This went by the boards when a law was passed banning the action.

Cattle Raising

A cattleman at heart, the lean, angular Texan today has 300 head of cattle on his land, and, at 65, he is still breaking in his own horses.

As we chatted, he grimaced slightly, pointing to his side. "You know," he drawled, "I'm still kinda sore from 5 broken ribs. A horse threw me the other day and pinned me against a fence. But I gotta go now — promoting a race tonight in Bakersfield."

Auto racing of all types . . . boat drags . . . bloodless bullfights . . . cattle raising. That's how B. L. Marchbanks keeps young at 65 — and he doesn't seem to have a care in the world! A fabulous character!

CALENDAR

OCTOBER

- 1-2—Milwaukee SCCA races, Carpentersville, Ill.
- 1-2—St. Louis SCCA races, Malden.
- 2—Racing Drivers Club 3-hour enduro, Vacaville, Calif.
- 2—LA SCCA concours d'elegance, Huntington-Sheraton Hotel, Pasadena, 11 a.m.
- 6-16—Paris Motor Show.
- 8-9—Steel Cities SCCA races.
- 8-9—Central Florida SCCA races, Kissimmee.
- 8-9—Chicago SCCA races.
- 9—Watkins Glen, N.Y. (F Libre)
- 15-23—Nat'l. Auto Show, Detroit, Mich.
- 15-16—Oklahoma SCCA races.
- 15-16—Philadelphia SCCA races, Vineland, N.J.
- 15-16—Indianapolis SCCA races.
- 15-16—Central Carolinas SCCA races, VIR.
- 15-16—LA Times-Mirror races, Riverside, Calif.
- 19-29—London Motor Show, Earls Court.
- 22-23—SF Examiner races, Laguna Seca, Monterey, Calif.
- 22-23—New York SCCA races, Lime Rock, Conn.
- 22-23—E. Michigan SCCA races.
- 22-23—Middle Georgia SCCA races, Macon, Ga.
- 22-23—Arizona SCCA races.
- 29-30—Gulf Coast SCCA races, Dothan.
- 29-30—Pan American SCCA Nat'l. races, El Paso, Texas.
- 29-30—Arkansas SCCA races, Little Rock, Ark.
- 30—SCC of British Columbia races, Westwood, B.C.
- 30—FIA Grand Prix of Morocco (FI), (drivers' world championship), Casablanca.

Film Assignment For Photog Ron Ferreira

Ron Ferreira, well-known No. Calif. sports car aficionado, racing photographer and young man-about-town, is now affiliated with Rey Johnson Motors, Porsche-VW dealer at 3851 E. 14th St., Oakland.

Ferreira has a special assignment to shoot a movie film of the Oct. 16 Riverside Raceway road race. He will show movies he took of the 1959 race while here to cover the 1960 event.

Compact Car Race Off; Lyon Colo. Champion

CASTLE ROCK, Colo. — The recently scheduled 2nd annual international compact-economy car endurance race at Continental Divide Raceways has been indefinitely postponed.

Final Colorado state sports car championship standings:

Charlie Lyon, Denver.....	20
Danny Collins, Denver.....	12
Bobby Donner, Colorado Springs.....	12
Carroll Shelby, La Mirada, Calif.....	8
Hap Sharp, Midland, Texas.....	8
Jack Hinkle, Wichita.....	8
Bob Holbert, Warrington, Pa.....	8
Augie Pabst, Milwaukee.....	8
Don Ives, Colorado Springs.....	8
Jim Hall, Dallas.....	7
Chuck Hall, Boulder, Colo.....	7
Bob Betts, Littleton, Colo.....	6
John Kiborn, Decatur, Ill.....	6
Harry Heuer, Powers Lake, Wis.....	6
Mike Collins, Colorado Springs.....	4
Dr. Bob Paul, Rawlins, Wyo.....	4
Skip Hudson, Riverside, Calif.....	3
Ed Haussermann, Lawrence, Kan.....	3
George Koehne, San Antonio.....	2
Dick Morgensen, Phoenix.....	1
Steve Harris, Salt Lake City.....	1
John Rowley, Wichita.....	1
Lou Stackhouse, Denver.....	1

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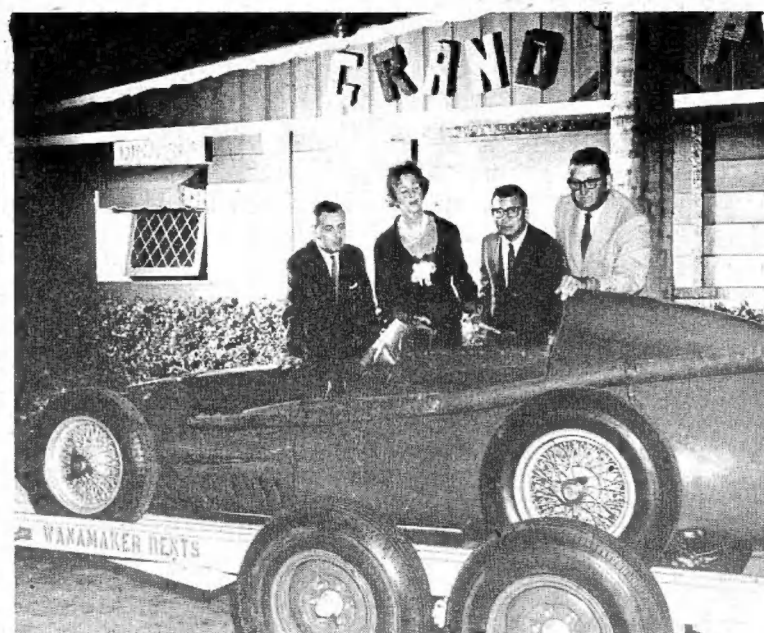
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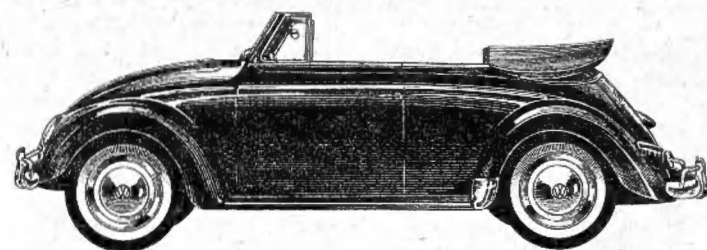
FIRST FORMULA 1 car to arrive in L.A. for the U.S. Grand Prix at Riverside Nov. 20 is this single-seater Maserati. Driver of the machine has not been announced. Examining car here in front of Grand Prix Restaurant are, from left, Reg Smith, race secretary of the Auto Race Club of Calif., formed specifically for this race; Mrs. Alec Ulmann, wife of the promoter; Dr. Ray Martinez, owner of the Maser, and Bob Blandin, director of the local Formula Racing Assn.

Out of the HORSES MOUTH

By FLAVIO ST. GERMAIN

In town last week for preliminary work for the US Formula 1 Grand Prix at Riverside Nov. 20 were Mary Ulmann, wife of the promoter, Alec, and Reg Smith, racing secretary. Ulmann is in Europe lining up drivers. . . . Named to do the local flack work for the big race are Claud E. Morris & Associates, with Hud Stephenson and Geri Fleming doing the actual tub-thumping. . . . The efficient Long Beach MG Club Scoring Team has bid to handle that phase of the work — and there isn't an outfit that could do a better job. . . . Cries of poor public relations for Meadowdale Intl. Raceways at Carpentersville, Ill., are now being sounded on both coasts. . . . Leonard W. Besinger and Robert Halat, please note. . . . A local sports car professional deadbeat is being sued by an ex-fry cook over a nitery transaction that fizzled. . . . Len Weissman reports that since Johnny Green sold his Renault deal to Renault of NY, he's still busy in Paris lugging millions of francs to the bank. . . . That should squelch rumors that Green went bust. . . . Don Stockman, former ace cyclist from New Zealand, is now a partner of John Hill at John Hill's Sports Car Service in Culver City. . . . That makes 2 top mechanics there, specializing in British cars. . . . Joe Playan, who sold his Porsche RSK to Vasek Polak and soon is to become a restaurateur, reports Chick Leson of Oakland is completely out of racing, having sold his Maserati. . . . Chick has taken up boating and now owns a 1960 28-ft. twin-screw Chris-Craft. . . . Castrol probably will pop for a bridge spanning the Riverside Raceway, similar to the famed Dunlop bridge at Le Mans. . . . Terrific advertising medium. . . . Mel and Juanita (Neen) De Loof of Manhattan Beach, 1959 national SCCA rally champions, are quitting the sport — and also SCCA! . . .

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

EVERY TIME WE ENTER another slalom we figure that this time we've got it licked. Maybe it was winning a trophy the very 1st slalom we ever ran, a year and a half ago. Too much too soon. It may have spoiled our whole sense of values. Gee, we mentally said, this slalom racket is a cinch. The trouble is that we've never done better than 4th since, and usually are way down the list.

For awhile we figured it was the tires, so we finally put new ones on the Birdcage Sprite. This helps but we still don't win. At the Pacific SCC's slalom the other week end we turned in a terrifyingly slow 1st lap, then really stood on it. Through the turns we drifted, the highly-tuned engine barking its song of unlimited power, faster and faster, 5, 10, 15, 20 miles an hour. The spectators turned the other way, unable to bear the sight of so much speed and daring, many of them falling asleep where they sat.

Then it happened. We downshifted to low and threw the car into a masterful power-slide, sideways through the turn, the Birdcage lined up perfectly for the straight. We punched the throttle, expecting the car to leap forward. Instead, it just kept sliding sideways, off the course and through a row of pylons. Talk about your embarrassing moments, Mabel!

Maybe the Sprite is just too powerful. Maybe we should race a 500 Fiat.

RALLY CANCELLED

The ROCA "Green Thing" tralom IV, scheduled for Oct. 9 at the John Green Corp. parking lot, has been cancelled.

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Stan Sugarman was really worried about his Type 61 Birdcage Maserati at Cotati, after Jim Connor won the main event with it. Connor drove into the winner's circle where trophy girl Jayne Mansfield was waiting to give him a victory kiss.

As Jayne leaned across the hood of the Maser to kiss Connor, Sugarman went white, thinking of how much it was going to cost him to have the dents in the hood straightened out.

Technical Info

Did you know that male rotifers are usually small and degenerate? Well, they are, so don't say that we never tell you anything.

Trailer Hitch

There is a chap in Beverly Hills who had a small house trailer custom built, with hi-fi, expensive panelling and such. The trailer cost him about \$25,000. Obviously, the only car worthy of towing the trailer was a Rolls-Royce. This he bought, but then found that trying to back the trailer into his garage with the Rolls was too much work. So, he bought a Volkswagen sedan and stuck a trailer hitch on the front of it. The only thing the VW is used for is pushing the trailer in and out of the garage. In a year and a half the VW has only been driven 2.7 miles.

Ferrari Wins In Alabama

TUSKEGEE, Ala., Sept. 4 — The Alabama Reg. SCCA's 7th annual race feature was won by Chuck Nervine in a Ferrari Monza. Pre-race contender Pete Harrison, new Lister Corvette, had fuel injector trouble and didn't make the starting grid. Bill Warren, in George Robertson's Corvette, won the semi-main ahead of the Lotuses of Ed Real and Bud Schuster. The team of Warren, Robertson and Burroughs is entering a 1961 Corvette in next year's Sebring 12-hour race.

Saturday's big car race was a constant battle for 1st between the 2 new Daimlers of Dave Tallaksen and Beason Martin, and the AC Bristol of Jim Barker. The lead changed a dozen times in the first 10 laps of the 15-lap event, with Tallaksen finally blasting his Daimler into the lead on the 3.1-mi. Tuskegee circuit.—DON HUTELIN.

Tuskegee, Ala., Road Race Summary. Alabama Reg. SCCA—Sept. 4. PROD. G F-G-H, MOD. H: 1) Harrison, Elva; 2) Bell, Elva; 3) Demetropoulos, Elva.

PROD. B-D-E, MOD. B-C-E-G: 1) Warren, Corvette; 2) Real, Lotus; 3) Schuster, Lotus.

NOVICE: 1) Sutherland, Wainer F Jr.; 2) Gent, Corvette; 3) Burlingham, AC Bristol.

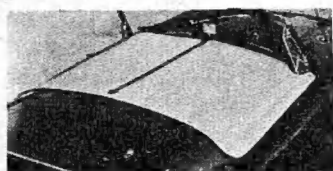
MAIN EVENT: 1) Nervine, Ferrari Monza; 2) Sutherland, Wainer F Jr.; 3) Martin, Daimler.

STANDINGS

(Continued from Page 2)

FORMULA JUNIOR		
1	Charles Kolb	Elva
2	Harry Carter	Stanguellini/Lotus
3	Tim Mayer	Lotus
FORMULA III		
1	G. Alderman	Cooper
2	John Gadwa	Cooper
3	Lex duPont	Cooper

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PIT STOP



Flavio St. Germain PREDICTS...

... Two of the top Cal Club officials will be asked to do a quick fade and not to run for office next year. Far too many drivers have protested their methods, one of them getting an almost unanimous thumbs down on the recent drivers' poll conducted by the Club.

... Moss and Gurney, both in new Lotus Mk. 19s, will set course records at Riverside. With the official record at 2:04, Moss will be clocked at 1:55.

... After watching the Times-Mirror race, Alec Ulmann will officially ask the Cal Club and the Long Beach MG Club's Flag and Scoring Teams to help him put on the Formula 1 Grand Prix race Nov. 20 at Riverside.

... The 1961 Grand Prix season will see the tightest fight for world champion within memory, with Stirling Moss, Jack Brabham and John Surtees flat out in every points race, with Phil Hill, Dar Gurney and Richie Ginther hot on their tails.

Interest Mounting For ISCARA Rally

Mounting interest is reported for the Pan-American rally to be staged Nov. 5 through some of the more picturesque country of California and Mexico by the Intl. Sports Car & Racing Assn. (ISCARA). It is an SCCSCC-sactioned open rally.

Reservations close Oct. 25.

ISCARA now has a worldwide membership of more than 1200, and a local membership of approximately 200 in the Los Angeles regional chapter.

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Rally Sparks

BY DUANE SPARKS

THOUGHTS WHILE AWAITING AN INSPIRATION — What a wonderful week-end we had in the Bay Area for SEPTEMBER MORN! It included Solvang goodies, Andersen's goodies, Hearst Castle wonders, a blast of a cocktail party at RYANS', and success on a terrific championship rally—our 1st championship win. It's the ONLY way to rally.

JOHN RYAN outdid himself in presenting an event somewhat of the same character as was the ORBIT, containing all sorts of complicating memory-teasers. For instance his general instructions advised us in the absence of specific route instructions to (1) turn right at all TEE's, (2) bear left at all Y's, (3) add .50 minutes to true time for each numbered hwy. entered or crossed, (4) add .50 minutes to true time for each pair of railroad tracks crossed, (5) increase speed by 2mph at each STOP sign, and (6) change speed to a figure 2 1/2 mph less than each posted SPEED LIMIT sign. All this on top of 16 pages of regular route instructions plus supplementary instructions handed out at almost every one of the 14 checkpoints, all of which contained every mathematical and psychological problem in the book — well, it was quite a week-end. The true times alone required 5 pages single spaced typing, just to give you an idea of why the errors were so large.

Palomar SCC's RALLY OF THE STARS was of an entirely different type — more like the old fashioned straight-forward, split-second navigation type with the winning error around 1 minute.

It will be followed on Oct. 22 by Radioplane SCC's ALPINE ROLLER COASTER, a Saturday wing-ding which, except for AHOC's SUN-DOWN on Dec. 11, will bring to a close the best year yet for championship rallies in this area.

Response to JACK DENO's letter suggesting a West Coast Championship run-off has been favorable from all sides. We now have some changes to his original suggestions and, subject to approval by the Councils involved, have come up with the following: Since we already have a California State championship program, why not take the top 5 cars in State points to match against the top 5 from the ICNSCC and get started on it this year instead of waiting until next year? To avoid the monumental task of preparing a championship test just for 10 cars the suggestion was made that the course of HOMER RICHARDSON's NOEL scheduled as the December NCSCC championship event be used. So, if the northern boys can make it to the Bay area for this Dec. 4 event, we'll have a go at it for a little brown jug or some such perpetual token of supremacy.

SMITH-BOHL TANDEM WINS

CLEVELAND, Sept. 18—A Pennsylvania-New Jersey tandem of R. W. Smith and Roger Bohl, in a Fiat, won the 2nd annual national SCCA Johnny Appleseed rally with an error of 48 points.

The route included 650 miles of interesting roads throughout Ohio. There were 34 checkpoints, and the 95 entrants were from as far as Texas, Florida and Colorado. The event was staged by the N.E. Ohio region of SCCA.

Place	Points	Car	Entrants	Residence
1	48	Fiat	R. W. Smith - Roger Bohl	Pa., N.J.
2	52	Porsche	Fred Gilson - Alex Thompson	Conn.
3	64	Mercedes	Helen and Larry Hough	Conn.
4	81	K. Ghia	Jo Anne and Bill Carlisle	Illinois
5	119	Porsche	Leslie and Angie Smith	Texas
6	120	Mercedes	G. MacDonald and Dick Apolant	N.Y.
7	128	Fiat	Harold and Ingrid Gordon	Wash. D.C.
8	150	Alfa	Robert Johnson and H. Dellin	New Jersey
9	165	AH Sprite	Bill Johnson and Ron Smith	Cleveland, O.

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Thomas Brothers Win National Rally in Porsche

DURANGO, Colo., Sept. 24 — The national SCCA Continental Divide rally, staged by the Colorado region, was won here today by 2 identical twins, Capt. H. E. Thomas, retired Navy captains from Arlington, Va. They drove a Porsche, and had a 49-point error.

Second went to W. E. (Slim) Larned and Dick Joslin, Los Angeles, in a Corvette, with an error of 122. Bill Jurgensen and Mike Lemmers were 3rd in a Porsche with 128. Mel and Juanita (Nene) De Loof, Manhattan Beach, Calif., Jaguar, were 4th, 135.

Other top finishers were: 5, Peggy and Fred Cooley, Fresno, Calif., Corvette, 145; 6, Richard Templeton and Kenneth Recu, Chicago, MG, 158; 7, Jo Anne and Bill Carlisle, Wilmette, Ill., Karmann Ghia VW, 193; 8, Frank Parsons and Paul Harris, El Paso, Porsche, 213; 9, Roger Gillette, Minneapolis, and Dick Skurrier, St. Paul, TR3, 220; 10, Ben Mayer and Vivian Mayer, Denver, Porsche, 229.

The winning team consisted of Larned-Joslin, the De Loofs and the Carlises.

The rally was from Denver to Durango the 1st day, and from Durango, through the mountain passes and back to Durango the 2nd day.

At least 20 of the rallyists agreed there was a question as to accuracy of the measurement of the course for the 2nd day, resulting in about 15-20 seconds error for each of the 5 checkpoints. Officials, however, allowed the results to stand.

Moss Wins Race

ZELTWEG, Austria, Sept. 18 — Stirling Moss of Great Britain won an international Formula 2 race here today, averaging 87.6mph. World champion Jack Brabham of Australia retired on the 38th lap with engine trouble.

PLEASE NOTE
SCCSCC and California State championship rally standings will be found on Page 7.

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RALLY RESULTS AND CALENDAR

PALOMAR SCC RALLYE OF THE STARS V SEPT 18 SCCSCC CHAMP. KEW KELLING R.M. 167 CARS						
POS.	DRIVER	NAVIGATOR	STATE	CLUB	CAR	ERROR
1.	Duane Sparks	Jerrie Sparks	D25N25	C.A.R.	Facel Vega	1:03
2.	Dick Coulter	Ron Going		C.A.R.	TR-3	1:15
3.	Ted Sparks	Dottie Conroy		C.A.R.	Sprite	1:28
4.	Bob Cook	John Ryan	N22	Tri-Angles	Porsche	1:32
5.	Wayne Brown	Al Rosenheck		Pacific	Corvette	1:41
6.	Ron Jones	George Taylor	D20N20	San Diego	Alfa	1:53
7.	Jerry O'Brien	Don Simpson		R M	Porsche	2:12
8.	Bill Knight	Chuck Hudson		Cubic	Porsche	2:28
9.	Jerry Aarons	Dick Anderson	N17	Southwest	Porsche	2:30
10.	Bill Chester	Elizabeth Chester		R M	Alfa	2:44
11.	Betty Enoch	C. K. Enoch		Northrop	TR-2	3:52
12.	Doug Linder	Gordon Madison		Northrop	Porsche	4:56
13.	Bernice Branson	Scott Branson		C.A.R.	A-H	5:08
14.	Walt Scholl	Muriel Scholl		Pacific	A-H	5:11
15.	Ron Hubbard	Sandra Boots		SMFCCA	TR-3	5:17
16.	Red Stoik	Gene Martin		GPCCA	Elva	5:30
17.	Dick Zeylaker	Harry Pringle		Pacific	MG A	5:50
18.	Jack Sparks	Molly Sorin		Pacific	MG A	6:10
19.	Cal Hudepeth	Bob Cole	N 7	Rallynauts	Alfa	6:18
20.	Loretta Dunn	Bob Dunn		Convinc	Plymouth	6:19
21.	James Heros	Doug Klick		SMSCC	A-H	6:37
22.	Mary Lue Sisemore	Lorraine Butler		C.A.R.	MG A	8:02
23.	Doris Jensen	James Heathcock		Astro	TR-3	8:18
24.	Jack Brabham	George Kendall		Corv.	Corvette	8:27
25.	Tom Kienholz	Mary Ann Cronkhite		Hungry 5	VW	9:11

SOUTH BAY FCCA INAUGURAL III SEPT 25 SCSCC OPEN FRANK REILEY R.M. 38 CARS					
NAVIGATION CLASS					
1.	Elizabeth Kaoy	Bill Kiefe	ISCARA	Corvette	8:40
2.	Gwen Thigpen	Ruth Piercy	C.A.R.	A-H	9:04
3.	Mary Lue Sisemore	Frank Herman	C.A.R.	MG A	12:21
SEAT OF PANTS CLASS					
1.	Richard Hunt	Ken Hunt	BRFCCA	Peugeot	12:09
2.	Gary Johnson	Susanne Schultz	- -	Renault	12:49
3.	Tony Hobgood	Virginia Dudley	SMSCC	Sprite	13:14

SEAT OF PANTS CLASS	DRIVER	NAVIGATOR	STATE	CLUB	CAR	ERROR
1.	Richard Hunt	Ken Hunt	HSFCCA	Pouget	12:09	
2.	Gary Johnson	Suzanne Schults	-	Renault	12:49	
3.	Tony Hobgood	Virginia Dudley	SMSCC	Sprite	13:14	

RALLIES OCTOBER

- 7 - - C. A. R. FIRST FRIDAY NIGHTER V 2 1/2 hr. simple nav. event, 3 classes, \$2. Lee Weisbrich R. M. 8 P.M. Body's Ventura & Sepulveda
- 7-8 - - SCCA RIF VAN WINKLE Nat'l. Champ. nav. event. New York Region.
- 9 - - SQUARE WHEEL TOURING SOCIETY MOONLIGHT RALLY VII 6 hrs. nav. event 10 A.M. Corte Madera Shopping Center, Marin County. \$5.
- 21-22 - MARIN GT SPORTS CAR CLUB MONTE CARLO RALLYE TO LAGUNA SECA plus short nav. event from Monterey to the track, \$1. 116 Laurel Gr. Kentfield Calif.
- 21-23 - SCCA SAN JACINTO RALLYE Nat'l. Champ. nav. event. Texas Region.
- 22 - - RADIOPLANE SPORTS CAR CLUB ALPINE ROLLER COASTER V an SCCSCC Champ. nav. event with seat of pants class, 9 hrs. 10 A.M. 8000 Woodley, Van Nuys, \$5, Ruak DI 4-5580
- 22-23 - SPOKANE SEE PONDEROSA SWEEPSTAKES an ICNSCC Champ. nav. event, cash prizes Jack Deno W. 1917 Montgomery, Spokane, Wash.
- 27-30 - SCCA APPALACHIAN NATIONAL RALLY Nat'l. Champ. event Philadelphia Region.
- 30 - - PACIFIC SCC MERMAID I An SCCSCC Open nav. event presented by the women of PSCC 7:30 A.M. Flagg's 15145 Pac. Coast Hwy. 6 hrs. \$4 Rae Pielgel & Muriel Scholl rallymentresses FR 2-4292 or FR 4-8302

NOVEMBER

- 4 - - C.A.R. FIRST FRIDAY NIGHTER VI 2 1/2 hr. simple nav. event 3 classes, \$2 Jim Kingham, R.M. 8 P.M. Body's, Ventura & Sepulveda
- 4-6 - - SCCA Nat'l. Champ. event, Los Angeles Region.
- 5 - - ISCARA PAN AMERICAN an SCCSCC Open nav. event to Mexico

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Call: Vasek Polak, Manhattan Beach, SP 2-2676

Economy

Car News

(Continued from Page 2)

commercial or small station wagon vehicles, styled from the parent Austin 7 and Morris Mini-Minor sedans.

Similarly, BMC announces that it is offering the Austin A.55 Countryman and the Morris Oxford Traveller "estate wagons." (The British term for station wagon.) These Farina-styled wagons have been developed out of Cambridge and Oxford "parent" sedans, or saloons, as the British say. These are larger, slightly more expensive, four-door wagons.

Odds and Ends: Southland VW dealers, enroute to visit the factories in Germany, were eyewitnesses to the rescue of a twin-engined

Herrick On Top

(Continued from Page 3)

around the course, saw Timanus finally winning it, with Snyder retiring with brake trouble, Neumann spinning, and Jones taking 3rd. Appearance in this race of a V8-60 midget driven by Joseph O'Rourke, was not as successful as Rodger Ward's attempts, and the car finally retired after showing a tendency to go straight ahead even when the front wheels were at full opposite lock.

Hills Wins

Jay Hills, a good Carrera driver, won the class C-E production go from Pete Culklin's SL, after both men put on good driving demonstrations. Hills won by 8 seconds. George Follmer, in his Porsche Super, was a good 3rd.

Ed Barker, apparently unstoppable in class with his normal Porsche, won his 15-lap contest from Ed Mackey's Alfa, and the Zagato of Dan Parkinson. Barker drove the last laps sans clutch.

Sunday, Sept. 18, Course — 1.5 mi.
SCCC MARCHBANKS SUMMARY
PROD. F-G-H-H MOD. Avg. 59.6mph.
1) Barker, Porsche 1600N; 2) Mackey, Alfa; 3) D. Parkinson, Fiat Ab. Zag. CLASS F: Barker; G: none; H: Minter, Sprite; I: Parkinson; H MOD: None.
GP BIKES UNDER 250cc. Avg. 58.7 mph. 1) Giron, NSU; 2) Soto, Ducati; 3) McLaughlin, Honda.
FORMULA & G MOD. Avg. 63.8mph.
1) Leslie, Lotus; 2) Timanus, Lotus; 3) Jones, BMC. F Jr.: Leslie; F II: Timanus; G MOD: Neumann, Lotus IX.
PROD. C-D-E, Avg. 62.8mph. 1) Hills, Porsche Carr; 2) Culklin, MB 300SL; 3) Follmer, Porsche 1600S. CLASS C: Culklin; D: Hills; E: Follmer.

GP BIKES OVER 250cc. Avg. 59.5mph.
1) Parriott, Norton Manx; 2) Lilley, Triumph; 3) Foell, Norton.
MOD. B-C-D-E-F PROD. B-C-E, Avg. 65.2mph. 1) Herrick, Porsche RSK; 2) Patrick, Porsche Spl; 3) Nethercutt, Ferrari TR. CLASS B PROD: Macdonald, Corvette; C PROD: Culklin, MB 300SL; E PROD: Johnson, Porsche; C MOD: Chaffee, Pink Elephant; D MOD: Nethercutt; F MOD: Herrick; F MOD: Michelmore, Porsche RS.
(Based on Long Beach MG Club Scoring Team results.)

PLEASE BE CAREFUL

Hundreds of thousands of California youngsters have begun their annual trek back to school, and with the toll of the school bell, a warning note to be extra alert was sounded this week by Bradford M. Crutenden, California Highway Patrol Commissioner.

B-26 downed at sea near Iceland recently. The jet in which they were travelling picked up emergency radio signals from the 2-man crew, gave position info, and circled the area until a rescue ship arrived. . . . A Detroit newsletter claims over-population of Rambler dealers in the auto capital and shrinking sales volume caused 6 to throw in the sponge between January and August. . . .

As of week ending Sept. 17, these are figures on compact car production for year: Ford's Falcon, 362,449; all American Motors, 340,845; Chrysler's Valiant, 189,166; GM's Corvair, 173,118; Ford's Comet, 129,994, and Studebaker (includes Lark) 76,239.

And then, as Earl Wilson puts it, there's the "Texan who paid for his Rolls-Royce with \$10,000 bills and asked for his change in VWs."

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CHAMPIONSHIP RALLY STANDINGS

UNOFFICIAL SCCS CHAMPIONSHIP RALLY STANDINGS												
POS.	NAME	MARK		WHEELS	D'ORO	GREAT	ORBIT	SIERRA	24	STARS	TOTAL	
		II	BOUNCE									
DRIVERS												
1.	Jerry Aarons	12	25	23	15	22	18	15	17	147		
2.	Bill Chester	*	22	21	24	21	19	21	16	144		
3.	Doug Linder	15	24	16	20	11	*	22	14	122		
4.	Bob Cook	14	17	3	16	23	25	*	22	120		
5.	Jerry O'Brien	20	14	1	*	24	5	24	19	107		
6.	Jack Sparks	23	*	25	0	25	0	25	8	106		
7.	Duane Sparks	*	23	18	0	0	*	16	25	82		
8.	Dick Coulter	0	13	10	11	*	0	23	24	81		
9.	Ron Jones	0	*	15	*	16	22	*	20	73		
10.	Don Royer	22	6	0	23	18	0	*	*	69		
11.	Bill Rector	25	4	*	17	*	23	*	0	69		
12.	Bob Piercy	0	11	*	0	19	20	19	0	69		
13.	Don Black	19	10	8	18	13	*	*	*	68		
14.	Cal Budepeth	13	16	0	8	0	*	12	7	56		
15.	Bill Eichelkraut	21	21	9	0	0	*	*	0	51		
16.	Betty Enoch	*	0	17	*	17	*	*	15	49		
17.	Wanda Kenyon	17	0	15	5	12	0	*	*	47		
18.	Bill Doyle	0	*	*	19	14	0	14	*	47		
19.	Owen Thigpen	0	0	*	22	9	15	*	0	46		
20.	Les Weisbrich	7	19	14	0	0	*	6	*	46		
21.	Bernice Branson	8	0	20	2	0	0	2	13	45		
22.	Wayne Brown	6	*	0	0	0	0	18	21	45		
23.	Dick Plesper	3	20	*	*	*	21	*	*	44		
24.	Chuck Meredith	*	15	22	6	0	0	*	*	43		
25.	Dick Butler	0	*	0	13	*	17	13	0	43		
NAVIGATORS												
1.	Dick Anderson	12	25	23	15	22	18	15	17	147		
2.	Elizabeth Chester	*	22	21	24	21	19	21	16	144		
3.	Ted Sparks	23	0	25	21	25	24	25	(23)	145		
4.	Jack Carlson	15	24	16	20	11	*	22	*	108		
5.	Don Simpson	20	14	1	*	24	5	24	19	107		
6.	John Ryan	10	17	5	16	23	16	*	22	107		
7.	Gordon Madison	19	10	8	18	13	*	16	14	98		
8.	George Taylor	0	*	15	21	16	22	*	20	94		
9.	Ron Going	0	13	10	11	*	0	23	24	81		
10.	Howard Frank	22	6	0	23	18	0	*	0	69		
11.	George Blondin	25	4	*	17	*	23	*	0	69		
12.	Jarrie Sparks	*	23	18	*	0	*	*	25	66		
13.	C. K. Enoch	*	0	17	*	17	*	9	15	58		
14.	Bob Cole	13	16	0	8	0	(13)	12	7	56		
15.	Ruth Piercy	9	0	*	22	9	15	*	0	55		
16.	Bert Johnston	21	21	9	0	0	*	*	0	51		
17.	Al Newbitt	0	11	*	0	19	20	*	*	50		
18.	Chas. Kenyon	17	0	13	5	12	0	*	*	47		
19.	Marge Moyer	0	0	*	19	14	0	14	0	47		
20.	Dottie Conroy	*	*	*	*	*	24	0	23	47		
21.	Doug Sawin	7	19	14	0	0	*	6	*	46		
22.	Scott Branson	8	0	20	2	0	0	2	13	45		
23.	Al Rosenheck	6	*	0	0	0	*	18	21	45		
24.	Patt Meredith	*	15	22	6	0	*	*	*	43		
25.	Charlie Schumann	*	0	*	25	*	*	17	*	42		

* Did not compete () Declared not for points.

1960 CALIFORNIA CHAMPIONSHIP RALLY STANDINGS															
POS.	NAME	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	TOTAL OR NO.
		S	S	N	S	N	S	S	N	S	N	S	N	S	BEST SIX
DRIVERS															
1.	Bill Chester	*	22	0	*	*	24	21	20	19	*	21	*	*	127
2.	Jack Sparks	23	*	12	25	*	*	25	*	*	25	17	*	*	127
3.	Duane Sparks	*	23	0	18	*	*	16	*	*	16	25	25	123	7
4.	Jerry Aarons	*	25	0	23	*	15	*	18	*	15	*	17	113	7
5.	Bob Cook	14	17	*	*	24	*	25	*	17	*	0	*	97	6
6.	Dick Coulter	0	13	17	10	*	*	19	0	15	*	22	*	96	8
7.	Ron Jones	0	*	16	15	*	*	16	*	22	*	*	20	89	6
8.	Harold Schell	2	*	23	*	16	*	24	0	0	*	21	*	86	6
9.	Adrienne Ryan	*	*	*	15	*	*	22	16	18	*	*	*	71	4
10.	Joe Booth	*	*	25	0	23	0	23	*	*	*	0	*	71	6
11.	Don Royer	22	6	*	0	*	23	18	*	*	*	*	*	69	5
12.	Cal Budepeth	13	16	18	0	*	8	0	*	*	12	12	*	69	8
13.	Hugh James	*	*	0	10	*	*	12	*	21	*	24	*	67	5
14.	Bob Piercy	0	11	8	*	*	0	13	*	15	19	*	*	66	7
15.	Dean Shippin	*	*	20	*	25	*	*	*	13	*	*	*	58	3
16.	Phyllis Banks	*	*	24	*	19	*	2	*	11	*	0	*	56	5
17.	Les Weisbrich	7	19	0	14	*	0	0	*	*	6	1	*	47	8
18.	Bernice Branson	8	0	*	20	14	2	0	*	0	*	*	*	44	7
19.	Chuck Meredith	*	15	*	22	*	6	0	*	*	*	*	*	43	4
20.	Dick Butler	*	*	0	0	*	13	*	17	*	13	0	*	43	6
21.	Bill Rector	25	*	*	*	*	17	*	*	*	*	0	*	42	2
22.	Virginia Thomas	*	*	3	4	21	*	0	*	*	*	0	*	28	5
23.	Dick Kermode	24	0	*	0	*	0	0	*	*	*	*	*	24	5
24.	Fred Bebringer	16	5	*	0	*	*	*	*	*	*	*	*	21	5
25.	Bob Blair	*	*	10	*	9	*	*	*	*	*	*	*	19	2
NAVIGATORS															
1.	Ted Sparks	23	*	*	24	24	*	25	25	*	25	*	*	147	6
2.	Elizabeth Chester	*	22	0	*	*	24	21	20	19	*	21	*	127	7
3.	Dick Anderson	*	25	0	23	*	15	*	18	*	15	*	17	113	7
4.	John Ryan	10	17	*	*	15	*	22	*	18	*	22	104	6	
5.	Jerris Sparks	*	23	0	18	*	*	*	*	*	25	25	91	5	
6.	George Taylor	0	*	16	15	*	*	16	*	22	*	20	89	6	
7.	Jim Coyle	16	5	*	0	10	*	12	*	21	*	21	0	88	8
8.	Barbara Schell	2	*	23	*	16	*	24	0	0	*	24	0	86	6
9.	Ron Going	0	*	17	10	*	11	*	19	0	*	22	79	7	
10.	Bob Cole	13	16	18	0	*	8	0	*	*	12	7	74	8	
11.	Sandy Booth	*	*	25	0	23	0	23	*	*	0	*	71	6	
12.	Howard Frank	22	6	0	0	23	18	*	*	*	0	0	88	6	
13.	Isabel Blandford	*	*	20	*	25	*	*	*	13	*	0	58	3	
14.	Homer Banks	*	*	24	*	19	*	2	*	11	*	0	56	5	
15.	David Davis	14	*	*	*	*	*	*	25	17	*	*	56	3	
16.	Gene Kiggins	18	*	*	12	8	*	*	*	16	*	0	54	5	
17.	Mike Goodwin	0	0	12	12	*	7	16	*	*	*	*	47	6	
18.	Doug Sawin	7	19	0	14	*	0	0	*	*	6	1	47	8	
19.	Scott Branson	8	0	*	20	14	2	0	0	0	*	*	44	7	
20.	Patt Meredith	*	15	*	22	*	6	0	*	*	*	*	43	4	
21.	George Blondin	25	*	*	*	*	17	*	*	*	*	*	42	2	
22.	Frank Herman	*	0	0	6	*	12	0	*	12	*	4	34	7	
23.	Al Hesbitt	0	11	8	*	0	*	13	*	*	*	*	32	5	
24.	Lorraine Butler	0	0	0	0	*	13	*	17	*	*	0	30	6	
25.	Homer Richardson	*	*	*	*	*	*	17	*	12	*	*	29	2	
(1) MARK II; (2) WHEELE BOUNCE; (3) BOONDOCKS; (4) D'ORO; (5) ALPINE; (6) GRT. WESTERN; (7) ORBIT; (8) BIG BEN; (9) SIERRA; (10) TEMPUZ POUIT; (11) 24 HOUR; (12) SEPT. MORN; (13) STARS. S--SCCSOC EVENT; N--NCSOC EVENT. * DID NOT DECLARE FOR POINTS.															

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